

THE
HONGKONG
WEEKLY.

ILLUSTRATED.

The China Mail.

ESTABLISHED 1845

No. 13,778

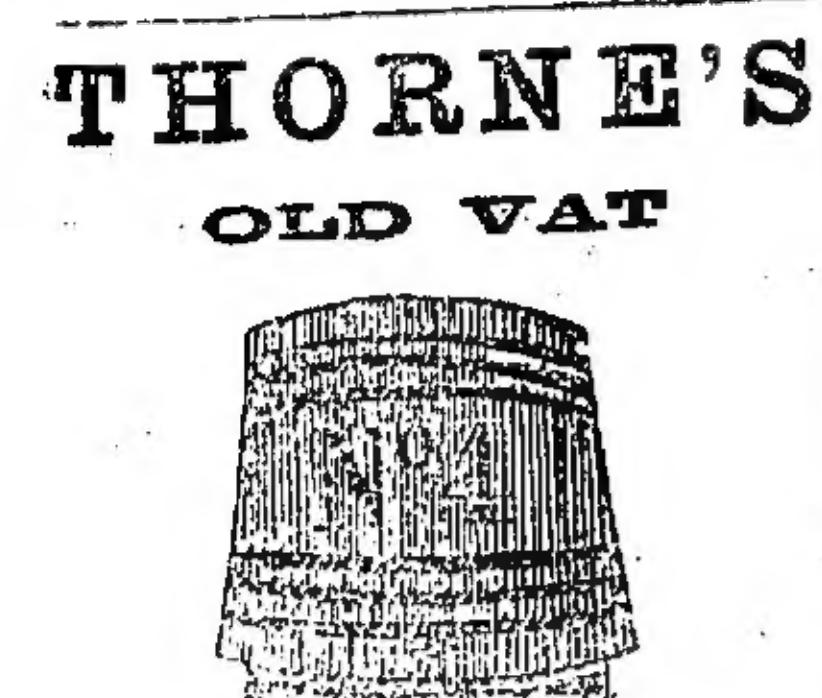
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HONGKONG, THURSDAY, JUNE 6, 1907.

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PRICE, \$2.00 Per Month

Don't Forget
TO ORDER THE
OVERLAND
CHINA MAIL.
BEFORE GOING HOME.



This VAT was started by the late Robert THORNE of Greenock and has been sold as No. 4 since 1831.

SCOTCH WHISKY.

PER DOZEN \$14.

SOLE AGENTS IN HONGKONG, CHINA AND MANILA.

A. S. WATSON & Co., Ltd.

Hongkong, May 1, 1907.

CANTON MEDICAL MISSIONARY SOCIETY.

A GENERAL MEETING of the Society will be held in the COLLEGE of ARTS, on THURSDAY, the 18th June, at 4.15 P.M.

BUSINESS: To receive the Report of the Committee on the Revision of the Constitution.

R. H. GRAVES, President.
W. MAWSON, Secretary.

Canton, June 6, 1907.

THE HERMITAGE.

186, QUEEN'S ROAD EAST.

BOARD AND RESIDENCE Monthly

Boarders from \$50.00

Good airy Rooms and liberal Table

Mrs. TATAM, Proprietress.

Hongkong, June 4, 1907.

825

BRITISH STEAMER
NETHERTON.

BY ORDER OF THE UNDERWRITERS, the Underwriters are prepared to receive TENDERS for the Purchase of the above Steamer as she now lies at SINGAPORE in a Fair Damaged Condition.

GILMAN & CO.,
Lloyd's Agents.

Hongkong, May 7, 1907.

825

THE HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.

Hongkong-Canton Line.

9.2. RONAM, 2,363 tons, Captain H. D. Jones.

9.3. POWAN, 2,338 tons, Captain W. A. Valentine.

9.4. FATHAN, 2,260 tons, Captain C. Lloyd.

9.5. KINSHAN, 1,995 tons, Captain B. Branch.

9.6. HUNGSHAN, 1,998 tons, Captain R. D. Thomas.

Departures from HONGKONG, CANTON daily at 8 a.m. (Sunday Excepted), 10 p.m. (Saturday Excepted).

Departures from CANTON to HONGKONG daily at 8 a.m. and 5 p.m. (Sunday excepted).

The S.S. POWAN will leave Hongkong every Monday, Wednesday and Friday, at 9 p.m. from Queen Street Wharf West, returning from Canton every Tuesday, Thursday and Saturday, at 5.30 p.m.

These Steamers, carrying His Majesty's Mail, are the largest and fastest on the River. Speed is drawn to their Superior Saloon and Cabin accommodation.

9.7. S. S. HUNGSHAN, 1,998 tons, Captain C. Lloyd.

Departures from MACAO on week days at 7.30 a.m. and 2 p.m.

Departures from MACAO to HONGKONG on week days at 7.30 a.m. and 2 p.m.

9.8. SUI-AN, 1,661 tons, Captain E. H. Grainger.

9.9. SULTAN, 1,661 tons, Captain O. P. Morrison, at Dock.

Departures from HONGKONG to MACAO on week days at 7.30 a.m. from Douglas Wharf and

at 2 p.m. from the Company's Wharf on Sundays. Special Chops & Excursions.

Leaving Hongkong at 9 a.m. from Douglas Wharf and from MACAO at 5 p.m.

The Company also run a steamer from MACAO on Sunday morning at 7.30 a.m. and from

HONGKONG at 1 p.m. from the Company's Wharf.

Departures from MACAO to HONGKONG on week days at 7.30 a.m. and 2 p.m.

9.10. S. S. CANTON, 1,661 tons, Captain T. Hamlin.

Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 7.30 a.m.

Departures from CANTON to MACAO on Tuesday and Saturday, at 7.30 a.m.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-Wuchow Line.

9.11. SAI-AN, 582 tons, Captain J. Wilcox.

9.12. NANNING, 569 tons, Captain A. McKinnon.

One of the above Steamers leaves CANTON for Wuchow every Monday, Wednesday

and Friday at about 8 a.m. and the other leaves Wuchow for CANTON on the same day

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Intimations.

G. FALCONER & Co.,
WATCH-MAKERS AND JEWELLERS.
HOTEL MANSIONS.

NEW SELECTIONS OF
DIAMOND JEWELLERY AND ENGLISH SILVER WARE,
HIGH-CLASS GOLD AND SILVER WATCHES.
LARGE SELECTION OF PRESENTATION PLATE, CUPS, BOWLS, ETC.
G. FALCONER & Co. ARE AGENTS FOR ROSS'S FAMOUS TELESCOPES AND
BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,
ADMIRALTY CHARTS AND BOOKS.

SOLE AGENTS FOR THE EMPIRE TYPEWRITER.

M. MUMEYA,
JAPANESE ARTIST AND PHOTOGRAPHER.
ENLARGEMENTS ON BROMIDE PAPER
AND FINISHED IN CRAYON.
ALL KINDS OF WORK DONE FOR AMATEURS.
VERY FINE PANORAMIC VIEWS OF HONGKONG.
84, QUEEN'S ROAD CENTRAL.



MITSUI BUSSAN KAISHA
(MITSUI & CO.)

IMPORT EXPORT & COMMISSION MERCHANTS.

HONGKONG BRANCH: PAINTER'S BUILDINGS, 102 HOUSE STREET.
M. KOBAYASHI, MANAGER.
HEAD OFFICE: NO. 1, SURUGA-CHO, TOKYO.

OTHER BRANCHES:
London, New York, San Francisco, Hamburg, Calcutta, Bombay, Rangoon, Singapore, Bangkok, Souchay, Manila, Canton, Swatow, Amoy, Foochow, Tsinan, Shanghai, Hankow, Chinkoo, Tsinan, Newchwang, Tsinan, Antung, Seoul, Ohemulip, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Kuro, Misuru, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotou, Sasebo, Miike, Hakodate, Sapporo, Taipai, Tsinan, etc., etc., etc.

TELEGRAPHIC ADDRESS: MITSUI (A.B.C. and A1 CODES).
CONTRACTORS OF COAL to the Imperial Japanese Navy, Mine and Armament, the State Railways, Principal Railway Companies, Industrial Works and Home and Foreign Mail and Freight Steamers.
SOLE PROPRIETORS of the Famous Milke, Tagaya, Yamano, and Ida Coal Mines, and SOLE AGENTS for Fujimatsu, Uekoto, Hondo, Kaneda, Mamedo, Otejii, Ohnura, Sasehara, Tsubakuro, Yosho, Yonckibara, and other Coal.

IMPORTERS and EXPORTERS of Cotton, Cotton Yarn, Cotton Piece Goods, Copper, Silver, Tin, Lead, and other Metals, Railway Materials, Acids, Camphor, Flax, Oils, Manure, Rice, Opium, Inglass, Mushrooms, Sugar, Wax, Vermicilli, Sulphur, Hemp, Beer, Cement, Cigarettes, Matches, Paper, Hides, Leather, Belts, Tea, and other Tinplate, etc., etc., etc.

Hongkong, April 11, 1907.

Intimations.



MITSU BISHI GOSHI KWAISHA
(MITSU BISHI CO.)

COAL DEPARTMENT
MARUNO-UCHI, TOKIO.

CABLE ADDRESS: IWASAKI
Which applies to all Branch Offices.
A1, A B O 5th Edition, Western Union
Code used.

All Letters Addressed:—
MANAGER, MITSU BISHI CO.,
with name of place under.
BRANCH OFFICES:—
NAGASAKI, MOJI, KORE, KARATSU,
SHANGHAI, HONGKONG AND HANKOW.

AGENCIES:
YOKOHAMA: M. ARADA, Esq.
CHINKIANG: MESSRS. GEARING & CO
MANILA: MESSRS. MACDONALD & CO.

SOLE PROPRIETORS of Takasima, Ochi, Shimono, Namekawa and Kami-Yamada Collieries and also Bojo Colliery, which will shortly be ready to produce on a large scale the best Coal.

The Head and Branch Offices and the Agencies of the Company will receive any order for Coal produced from the above Collieries.

T. MATSUKI, Manager, Hongkong,
No. 2, PEDDER STREET.
Hongkong, April 26, 1907.

1116

**NAVIGATION, ELECTRICAL,
MECHANICAL, MARINE,
AND CIVIL ENGINEERING,
BOOK-KEEPING, LAW,
ADVERTISING,
MECH. DRAWING**

TAUGHT BY
CORRESPONDENCE

by the INTERNATIONAL CORRESPONDENCE SCHOOLS, of Soran. We have over 200 technical courses, and if you want to prepare for promotion or qualify for an examination we can help you. Write just what position you want to qualify for and we will give you full particulars.

ADDRESS OUR

GENERAL AGENCY, I.C.S.,
Box M, 429, MANILA.

Hongkong, May 2, 1907.

816

NOTICE.

APPLICANTS are invited for the Post of SECRETARY to the HONG KONG GENERAL CHAMBER OF COMMERCE. Applications to be made direct to the Chamber.

ERBERT A. HEWITT,
1/4, FIFTH FLOOR,
HONGKONG GENERAL CHAMBER OF COMMERCE,
St. George's Building, Hongkong.

Hongkong, May 31, 1907.

1223

WANTED.

A COMPRADORE, having business connections throughout the South of China and able to provide substantial Security consisting of landed property in Hongkong to the extent of 10% of the annual turnover. Good recommendation to a suitable man. First-Class references from a Foreign Bank required. Apply by letter only in the first instance to

DENNYS & BOWLEY.

Hongkong, April 4, 1907.

627

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction,

on

SATURDAY,
the 8th June, 1907, commencing at
2.30 p.m., at his Sales Rooms,

BUDDLE STREET,

A QUANTITY OF
VALUABLE HOUSEHOLD
FURNITURE

Comprising:—

DOUBLE AND SINGLE BEDSTEADS, TEAK

WARDROBES, WITH BEVELLED MIRRORS,

MARBLE-TOP WASHSTANDS, TOILET TABLES,

OVERMANTELS, ETC., ETC.

TAPESTRY AND LEATHER-COVERED TEA

CHAIRS, TEA AND OCCASIONAL TABLES,

WHENOTHS, WHITE LACE CURTAINS, ETC.

FINE TEAK SIDEBOARDS WITH BEVELLED

MIRRORS, TEAK DINING CHAIRS, DINNER

WAGGONS, GLASS AND CROCKERY WARE,

TOILET SETS, ETC.

Several COTTAGE PIANOS (in Good Condition).

On View from Friday, the 7th June.

Catalogues will be issued.

Terms:—Cash on delivery.

GEO. P. LAMMERT,

Auctioneer.

Hongkong, June 1, 1907.

929

SCOTT'S PERMANENT
QUALITY.

A lady is offered says: "The Literary Digest" to the men who, with early memory gathering round "Ivanhoe" and "The Talisman," find to their disgust that their sons will not read the Waverley Novels." They may take comfort in the faith of a writer in the London "Times" that in spite of all the attacks which modern criticism may make upon the fundamental conception of Scott's novels, their breadth of sympathy alone will carry them through all pernicious waters. While making this claim the writer freely admits that there stands against Scott's case, even in the minds of serious people, "The humanness." He says, "he has done a good deal of work for the Waverley Novels were written. Much of it has been mining work. . . . The age of chivalry is dead, and neither Burke's speeches nor Scott's novels can now stand quite where they stood before its death was actually registered and certified." Chivalry, says the writer, was "found out." Crusaders and Highlanders and pirates have had their lustre a little tarnished, which is a bad thing for Scott, for "the greatest of all advantages a novelist can have is that his readers should believe in his personages, and if possible admire them, even before they appear on the stage."

Again, it is pointed out, "Scott's was an imaginative age, and ours, to our loss, is a critical one." The treatment of all great figures in his fiction is too superficial for the present generation. "People who want a novel to give them a key to the ridges of life will not go for it to 'Rob Roy' or 'Redgauntlet.'" Still again, protests this writer, we are infatuated with a "historical sense." "Our information has increased so much that we can no longer take Scott's medievalism literally, as his first readers did; and our minds have grown so little that we see no more than they did that in a work of the imagination accuracy in details of language or costume is a matter of very little importance." Yet after making all possible abatements, "Scott is still the one man who has a breath of the Shakespearean air about him. We come away from both with a feeling that the world is a big place full of life and business, full of life and love and beauty. We think of both as looking on at the spectacle of it all with kindly eyes, and telling its tale with something of the same air of prodigal and magnificent ease. Both give us the impression of companionable men, who are going on a journey with their creations, and take pleasure in being with them; not, as is so in modern novels, of statisticians collecting dull facts, or anatomists dissecting dead bodies for which we must be thankful if they are not worse than dead." No man, declares the writer, "has shown so much as Scott of Shakespeare's combination of high and true romance with a steady consciousness of the prosaic side of life, its common sense and common business, its humor, its unreliability, its hard bottom of fact." He continues:

"It is this breadth of sympathy which more than anything else makes Scott still the greatest novelist in the English, and perhaps in any, language. His business is not with some side-study of disease, or

(Continued on Page 3.)

NOTICE.

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ERBERT A. HEWITT,
1/4, FIFTH FLOOR,
HONGKONG GENERAL CHAMBER OF COMMERCE,
St. George's Building, Hongkong.

Hongkong, May 31, 1907.

1223

NIGHT CALENDAR.

8.45 p.m. and 9 p.m. 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAY.

8.00 a.m. to 9.00 a.m. Every 30 minutes.

9.00 a.m. to 9.30 a.m. Every 10 minutes.

9.30 a.m. to 10.00 a.m. Every 15 minutes.

10.30 a.m. to 11.00 a.m. Every 15 minutes.

11.45 a.m. to 12.15 p.m. Every 15 minutes.

12.45 p.m. to 1.15 p.m. Every 10 minutes.

1.45 p.m. to 2.15 p.m. Every 10 minutes.

2.15 p.m. to 3.00 p.m. Every 15 minutes.

3.30 p.m. to 4.00 p.m. Every 15 minutes.

5.00 p.m. to 6.00 p.m. Every 10 minutes.

6.00 p.m. to 7.00 p.m. Every 15 minutes.

7.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CALENDAR.

8.45 p.m. and 9 p.m. 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAY.

8.00 a.m. to 9.00 a.m. Every 30 minutes.

9.00 a.m. to 9.30 a.m. Every 10 minutes.

9.30 a.m. to 10.00 a.m. Every 15 minutes.

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12.45 p.m. to 1.15 p.m. Every 15 minutes.

1.45 p.m. to 2.15 p.m. Every 10 minutes.

2.15 p.m. to 3.00 p.m. Every 15 minutes.

3.30 p.m. to 4.00 p.m. Every 15 minutes.

5.00 p.m. to 6.00 p.m. Every 10 minutes.

6.00 p.m. to 7.00 p.m. Every 15 minutes.

7.00 p.m. to 8.00 p.m. Every 10 minutes.

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3.30 p.m. to 4.00 p.m. Every 15 minutes.

5.00 p.m. to 6.00 p.m. Every 10 minutes.

6.00 p.m. to 7.00 p.m. Every 15 minutes.

7.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CALENDAR.

Banks

KELLY & WALSH, LTD.

HONGKONG AND SHANGHAI BANKING CORPORATION.
PAID-UP CAPITAL \$10,000,000
RESERVE FUND \$10,000,000
Sterling Reserve \$10,000,000
Silver Reserve \$10,000,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COLL. OF DIRECTORS:—
G. H. MELVILLE, Esq.—Chairman.
Hon. Mr. HENRY KESWICK—Deputy Chairman.
G. Ballach, Esq. C. R. Lenzmann, Esq.
A. Fuchs, Esq. A. J. Raymond, Esq.
E. Goetz, Esq. E. Shulman, Esq.
A. Haupt, Esq. R. Shaw, Esq.
Chief Manager:—
Hongkong: J. R. M. SMITH.

MANAGER:—
Shanghai: H. E. R. HUNTER.
LONDON BANKERS:—LONDON AND COUNTRY BANKING CO., LTD.

HONGKONG—INTEREST ALLOWED:—
On Current Account at the rate of 3 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:—
For 3 months 2½ per cent per annum.
" 6 " 3½ " "
" 12 " 4 " "
J. R. M. SMITH,
Chief Manager.
Hongkong, May 26, 1907.

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum. Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 3½ PER CENT. per annum.

Hongkong and Shanghai Banking Corporation.
J. R. M. SMITH,
Chief Manager.
Hongkong, January 12, 1907.

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1858.
HEAD OFFICE, LONDON.

PAID-UP CAPITAL \$100,000
Shortly to be increased to \$120,000.
RESERVE FUND \$1,076,000
Shortly to be increased to \$1,476,000.
RESERVE LIABILITY OF PROPRIETORS \$280,000

INTEREST allowed on Current Account at the rate of 2½ per annum on the daily balance.

On Fixed Deposits for 12 months 4%
" 6 " 3½ " "
" 12 " 3 " "
JOHN ARMSTRONG,
Manager.

Hongkong, May 16, 1907.

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL \$1,500,000
SUBSCRIBED \$1,125,000
PAID UP \$1,025,000
RESERVE FUND \$170,000

BANKERS:—
LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Account at the rate of 2½ per annum on the daily balance.

ON FIXED DEPOSITS:—
For 12 months 4%
" 6 " 3½ " "
" 3 " 3 " "
EVAN ORMISTON,
Manager.

Hongkong, May 1, 1907.

YOKOHAMA SPECIE BANK.

ESTABLISHED 1880.
CAPITAL PAID-UP Yen 24,000,000
RESERVE FUND 14,550,000

BRANCHES AND AGENCIES:—
TOKIO, KOREA, NAGASAKI, LUNGS, NEW YORK, HAN FRANCHISE, HONOLULU, BOMBAY, SHANGHAI, HANGKOW, USHIO, TIENTIN, PEKING, NEWCHOWANG, PORT ARBOUR, DALYAN, ANTHONY, LUYANG, MUREN, TIE-MING, CHANG-CHUN.

HEAD OFFICE—YOKOHAMA.

HONGKONG—Interest allowed.
On Current Account at the rate of 2½ per annum on the daily balance.

ON FIXED DEPOSITS:—
For 12 months 5% per annum.
For 6 months 4% " "
For 3 months 3% "

TAKEO TAKAMICHI,
Manager.

Hongkong, April 6, 1907.

THE BANK OF TAIWAN, LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

AUTHORIZED CAPITAL Yen 5,000,000
PAID-UP Yen 3,750,000
RESERVE FUND Yen 655,000

HEAD OFFICE—TAIPEH, FORMOSA.

BRANCHES AND AGENCIES:—
Amoy, Kobe, Tainan, Auping, Nagasaki, Tamsui, Foochow, Osaka, Tokio, Keelung, Shanghai, Yokohama, Swatow.

HONGKONG OFFICE:—
3, DES Vaux Road.

Interest allowed on Current Account. Deposits received on terms which may be learnt on application.

D. TOHDOW,
Manager.

Hongkong, April 5, 1907.

The Woman, by Antonio Fogazzaro. \$1.50
Hon. Son, by H. A. Vachell 1.50
The Rotund Man, by Ambrose Pratt 1.50
The Mystery, by S. E. White and S. H. Hopkins 1.50
The Whirlwind, by Eden Phillpotts 1.50
Nearly Five Million, by W. Pett-Ridge 1.50
Doctor Gordon, by Mary E. Wilkins 1.50
Temptation, by Richard Bagot 1.50
Lucy Gort, by Alice and Claude Askow 1.50
The Chinese Empire, A General and Missionary Survey, edited by Marshall Broomhall. Each Province, £1.50, separately described by an Expert 6.50
The Globular Jottings of Orisolda, by E. Douglas Hume 7.00
How to Shoot, by F. J. D. Hewitt 7.00
Athletic Training for Schoolboys, by G. W. Orton 40
—50 Cents each or £1.50
Sermons of a Buddhist Abbot, Sogen Shaku 3.50
Drawings from the Old Masters (Japanese) Book 40
A Woman's Note Book, by Mrs. Neill 7.00
Stories from the Aeneid, by H. L. Havel 7.00
Builders of the Body, Lessons on Food Values, by Eustace Miles 1.10

The Construction of Dynamos, by T. Sewell \$1.50
The Testing of Alternating Current Machines, by Klinbrunner 3.50
Modern American Lath Practice, by Perrigo 8.10
Reinforced Concrete, by F. D. Warren 7.00
Nursing, General, Medical, Surgical, by W. J. Hadley 2.75
One Thousand Simple Soaps, by Olive G. Egan 2.75
English Proverbs and Proverbial Phrases, by Hazlitt 5.00
Labour and the Empire, by Ramsey MacDonald 7.00
The Sabbath Church, by Stewart Headley 7.00
How to Shoot, by F. J. D. Hewitt 40
Athletic Training for Schoolboys, by G. W. Orton 40

—50 Cents each or £1.50

Tamer's Due, by K. and Beskoh Richard 3.50
Robinson Crusoe's Return, by Barry Pain, Paul Kilver, by Jerome K. Jerome 40
The Motor Crack-Neck, by Charles Carey, The Gold Whip, by Ned Gould 40
A Hornburg Comedy, by Mr. Kinnard, The Russian Revolution, by Leo Tolstoy, The Girl in Grey, by Curtis Yorke 40

—50 Cents each or £1.50

THURSDAY, JUNE 6, 1897.

THE CHINA MAIL.

LEGISLATIVE COUNCIL.

His Excellency Mr F. H. May, Officer Administering the Government, presided at the meeting of the Legislative Council which was held on June 6. There were also present—

His Excellency Major-General R. O. Broadbent, C. B. (Commanding the Troops in South China).

Hon. Mr H. J. Cooper, (Attorney General).

Hon. Mr A. M. Thornton (Colonial Secretary).

Hon. Mr G. M. Meeser, (Colonial Treasurer).

Hon. Mr A. W. Baswin (Registrar General).

Hon. Capt. Badmley.

Hon. Mr W. Chatzam (Director of Pub. Works).

Hon. Dr H. Kai.

Hon. Mr W. Y. Yuk.

Hon. Mr E. A. Hewett.

Hon. Mr E. Osborne.

Hon. H. E. Pollock, K.C.

Hon. H. Keswick.

Mr A. G. M. Fletcher (Acting Clerk of Councils).

PUBLIC WORKS COMMITTEE.

His Excellency Mr F. H. May nominated the Hon. Mr H. Ke-wick to the Public Works Committee, vice Mr W. J. Grosvenor, resigned.

THE HOSPITALITY COMMISSION.

De Ho Kai gave notice that at the next meeting of the Legislative Council he would ask the following questions:

(1) What steps does the Government propose to take, and when, in regard to carrying out the recommendations of the Public Health and Buildings Commission?

(2) If the Government does not propose to carry out all the recommendations of the Commission in toto, which of such recommendations does the Government propose not to carry out?

(3) Will the Government make a statement of what they propose to do with regard to the recommendations of the Commission?

WATER SUPPLY.

Mr Pollock.—(a.) Has the Government received complaints with reference to deficiencies in the supply of water to houses in Wan-chai? (b.) If so, what steps has the Government taken and what steps to remedy such deficiencies?

Mr Chatham.—(a.) A complaint in writing, dated the 25th March last, was received from one Mr T. Spafford, regarding the inadequacy of the supply of water to his house, No. 12, San Wa Fong. An inspection was at once made and it was discovered that the rider-main valve had become choked. The valve was cleared on the 26th March. A verbal complaint was made on the 11th May by a Mr Peterson regarding deficiency of water in San Wa Fong, and, after inspection, it was decided to put in an additional connection from the principal main to the rider main thus enabling an increased supply to be obtained. The work was completed on the 14th May.

(b.) A constant supply was turned on the 17th May, and no further complaints have been received.

THE PEAK AND TIDE.

Mr Pollock.—(a.) What Government appliances exist for the extinguishing of fires at the Peak? (b.) Does the Government consider that such appliances are sufficient? If not, what steps does the Government propose to take, and when to remedy such deficiencies?

Mr Badmley.—(a.) A fully equipped fire cart is kept at each of the two Police Stations. (b.) Not altogether. Steps are being taken to place a Despatch Box at Mountain View Terrace. But to establish in a rural district like the Peak a satisfactory system of protection against fire would involve large expenditure which Government is not prepared to undertake.

TREE PLANTING.

Mr Pollock.—Will the Government consider the advisability of planting fir-trees and camphor-trees along and on the Northern slopes from the road which runs at the side of the catch-water in the Shatin Valley?

Mr Thomson.—Pine trees have been planted in the mud ground on the northern slopes of the catchwater this year, and Pine and Camphor trees will be planted along the road in the level ground next year. The hills above and below the catchwater are also included in the planting programme for next year.

P.O.M.O. AND THE COMMISSION.

Mr Pollock.—(a.) Has the Principal Civil Medical Officer stated in writing to the Government his views with reference to the Report of the Public Health and Buildings Commission? (b.) If so, will the Government lay a copy of the writing containing such views upon the table?

Mr Thomson.—(a.) Yes. (b.) Paper laid on the Table.

SUBSIDARY COIN.

Mr Osborne.—Will the Government cause notice to be exhibited throughout the United Kingdom for more generally than has been the case hitherto.

The Union Jack was largely displayed, and special addresses appropriate to the celebrations were delivered in thousands of schools.

It is estimated that upwards of five million children saluted and cheered the flag.

There were many special ceremonies and patriotic concerts.

The Stock Exchange was examined while the members sang the National Anthem, and business was at a standstill for a long while.

Lord Cromer emphasised the happy provision they were making for the commemoration of the late Queen Victoria's birthday.

It was a reminder of our great Imperial position and responsibilities.

He hoped this was only the inauguration of a series of conferences designed to promote education and the unity of the Empire.

LICENSING.

Mr Osborne.—Will the Government say what steps have been taken towards improving the Rickshaw service, in view of what was stated in this Council on 7th June, 1897?

Mr Badmley.—The Government after careful investigation are of the opinion that, owing to the large decrease in the

demand for rickshaws incident upon the opening of the Electric Tramway, the licensees if called upon to provide a better type of rickshaw, will not have sufficient inducement to carry on their business unless the scale of fares is raised or the licence fee is reduced.

It is considered that it would not be expedient to make either of these concessions. It was decided in October last to abolish the restriction on the number of licences issued and to leave the matter of an improved service to private enterprisers. There are grounds for believing that an experimental service of Rickshaws of an improved type with rubber tyres may shortly be introduced.

Mr Osborne.—Will the Government state how long telegraphic communication with Gap Rock has been interrupted?

Mr Chatham.—Telegraphic Communication with Gap Rock has been interrupted since the morning of the 18th September last, when the land-line was broken by the typhoon of the 29th September.

Mr Osborne.—In view of the approaching typhoon season will the Government take steps to have the cable repaired at an early date?

Mr Chatham.—A proposal for establishing a Wireless Installation is under consideration, pending settlement of which no steps are being taken to repair the cable.

HONGKONG AND SHANGHAI BANK.

Mr Keswick moved the First reading of a Bill entitled An Ordinance to authorise the Hongkong and Shanghai Banking Corporation from time to time to increase the Capital of the said Corporation from the sum of Ten Millions of Dollars to a sum not exceeding the sum of Twenty Millions of Dollars; and to continue incorporated for a further term of 21 years; and to continue in force for a further period of 21 years the provisions of Section 3 of the Hongkong and Shanghai Banking Corporation Ordinance, 1898, with regard to the Excess Issue of Bills and Notes payable to bearer on demand.

Mr Thomson seconded and the Bill was read a first time.

SUPPLEMENTARY ESTIMATE.

Mr Gompertz moved the third reading of the Bill entitled An Ordinance to authorise the Appropriation of a Supplementary Sum of Four hundred and seventy-seven Thousand and eight hundred and forty-nine Dollars and fifty-three Cents, to defray the Charges of the Year 1908.

Mr Messer seconded and the Bill was read a third time and passed.

OUR FIRST DEBON.

Mr Gompertz moved the third reading of the Bill entitled An Ordinance to remove doubts as to the validity of the proceedings of the Supreme Court of this Colony during the time that Alfred Gascoigne Wise, Esquire, held the office of Public Judge of such Court from the 29th day of June, 1902, down to the present time.

Mr Thomson seconded and the Bill was read a third time and passed.

MARRIED WOMEN'S PROPERTY.

Mr Gompertz moved the third reading of the Bill entitled An Ordinance to amend the Married Women's Property Ordinance, 1906.

Mr Thomson seconded and the Bill was read a third time and passed.

The Council was adjourned until Thursday next.

NOTES FROM FORMOSA.

(From our Correspondent.)

FORMOSA, May 28.

RECREATION.

On Sunday, the 26th inst., an athletic meeting was arranged on the Taipeh grounds, which were, for the occasion, exceedingly well decorated with a lavish supply of bunting. A first-class cement cycling track had been laid out by the Japanese, and from nine a.m. to five p.m. a series of cycle and foot races were carried out. The attendance was numerous, the Army and Navy being well represented. During the proceedings a regimental band discussed a lively selection of music.

EXPORTS.

The tea crop is coming in fairly freely and prices ruling high. The s.s. *Mout* and *Engie* arrived at Keelung on the 21st inst., and took away 14,817 packages for the States and Canada.

The following are the Export figures from commence of Season to date:—

VIA PACIFIC TO UNITED STATES.

May 10, n.s. Daikio from

Koeling 6,000 lbs.

" 21, " Fukuoka " 12,247.

" 25, " Monteagle " 552,368.

VIA ASIA TO U.S.

May 17, n.s. Amoy Mart 8,460 lbs.

" 19, n.s. Masan " 19,562.

" 20, n.s. Joshin " 36,105.

EMPIRE DAY.

Demonstration on the Stock Exchange.

LONDON, May 23.

Empire Day was celebrated throughout the United Kingdom for more generally than has been the case hitherto.

The Union Jack was largely displayed, and special addresses appropriate to the celebrations were delivered in thousands of schools.

It is estimated that upwards of five million children saluted and cheered the flag.

There were many special ceremonies and patriotic concerts.

The Stock Exchange was examined while the members sang the National Anthem, and business was at a standstill for a long while.

Lord Cromer emphasised the happy provision they were making for the commemoration of the late Queen Victoria's birthday.

It was a reminder of our great Imperial position and responsibilities.

Almost all the Colonies and India are represented; also the British Departments and educational bodies.

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THE CHOISING-VERONA COLLISION.

How it Happened.

In our last night's issue we were able to announce briefly the collision between the German steamer Choising (Captain Rouchouf) and Verona (Captain H. Dobronz), which occurred in Sulphur Channel at about 4.45 p.m. yesterday.

It is so seldom that an occurrence of this nature happens in the immediate vicinity of our spacious harbour that a thrill of incredulity, more often than not, passed through the recipient of the news as it was bruited abroad.

The first reports were, as is usually the case, of an exaggerated character, but there is no disguising the fact that a serious collision—though happily unattended by loss of life—had occurred. The Choising was leaving the harbour for Bangkok and had just reached Sulphur Channel when the Verona entered from the other end. The Verona kept towards the Hongkong shore, the Choising did likewise, and a collision occurred, the Choising grounding on the Hongkong shore and going down stern first, her stern being tilted high in the air. The Verona was slightly damaged, proceeded to the Standard Oil Co.'s wharf and moored to discharge her cargo. The Captain of the Choising was gone out on his first command. He was promoted from mate but three or four days ago.

They collided just out there," he said, indicating a spot about twenty yards or so from where the Choising was lying. "The Verona was coming in the harbour and the Choising was going out, and just as they got almost together I heard a siren blow and then I saw the crash. Then the Verona veered and the Choising came on to the shore."

"Which boat whistled?"

"I did not notice. The Choising people whistled no time in getting the passengers off; most of them have already gone away."

Shortly after this Captain Zollner, of the Maclayne came down. The skipper of the Choising had been his mate until a few days ago when he was promoted to the command of the vessel now ashore. "Most unfortunate thing," he ejaculated. "He's one of the most capable officers in the company."

The collision was witnessed by several persons from the shore. Our representatives were soon on the way to the scene of the disaster—less than an hour after the occurrence. All was then over, or nearly so. In town few people seemed to be aware that a catastrophe had happened—that a fine steamer of 1021 tons was ashore and another of 3030 tons had been damaged, right at the harbour's doorway.

Pedestrians wondred their way east from the direction of the scene of the disaster did not appear to be cognisant of the fact, while in the tramcar there were only one or two passengers and none of them seemed to be aware of the collision.

The First View.

As the car swept round the Praya at Kennedy Town the Verona could be seen lying alongside the Standard Oil Co.'s wharf, but so far there was no sign of the Choising. Suddenly, as the tram-car entered into Whity Street, she could be observed around the corner of the Cable Co.'s tank, a little further on than the plague hospital, her stern high out of the water, with the propeller blades high and dry. Above, fluttered the German tricolored flag alongside lay a couple of white painted boats, busily engaged in landing the passengers, or so it seemed from where the tram-car stopped. Then, writes our representative, I hurried up the slope of the Jubilee Road. Coming towards me were a number of Chinese and a solitary ricksha. The latter reached me first. Being in something like a hurry I endeavoured to hire him to carry me up the hill, but No! He had already pulled one fare up the slope and he did not particularly wish for another similar job. The road was too rough. And so I pushed on. Then I met the returning Chinese. First of all came three men, one only a youth. On his face there was a look of care. He had evidently had a shock and he had felt it. The other two were impulsive. What had happened did not worry them much, apparently. They were safe ashore and booked for another couple of days or so in Hongkong, and what mattered it? Hongkong was not such a bad place, after all. Behind them came another batch of men, and then came two women. One, who toiled painfully along as she rested upon the arms of her companion, was a small-footed dame of uncertain age. Her face was blanched and she paid little attention to the chattering of the two women who assisted her. Behind her, within a yard or so, stalked a well-built coolie, clad in the usual short coat and loose pants of dark hue, the latter rolled up above the knee. He was chevying away at what seemed to be a collision and he sauntered as though a collision between two ships, on one of which he was a passenger, was an everyday occurrence.

Then I turned a corner and descended to the beach, and here the full effect of the wreck could be seen. The Choising was tattered and torn high out of the water. Her deck, up to just beyond the forecastle, was awash.

The Verona had that morning reached the port from New York via Singapore, laden with oil and general cargo. She had run aground—during the day and at 4 o'clock after anchor to moor at the Standard Oil Company's wharf. Proceeding outside the pier she ran aground on the Sulphur Channel, so that she could come alongside on the fo'c'sle, such as the ventilators and one captain's head, just above the water. The water had not yet reached the engine room, for steam was still up and the fires were going, as the column of smoke which circled out of the yellow funnels testified. On the deck were hurrying figures. Men clad in white, begrimed with black, hastened about, but not in disorderly haste. They were intent on their business which was to secure the safety of the ship as far as possible. The passengers were all ashore by the time I arrived at the scene and most of their baggage also. Two long boats lay close to the vessel's side and it was easy to see that they had played a great part in the landing of the passengers, most of whom, by the way, were Chinese.

On the beach at my feet lay a barrel,

Shipping.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

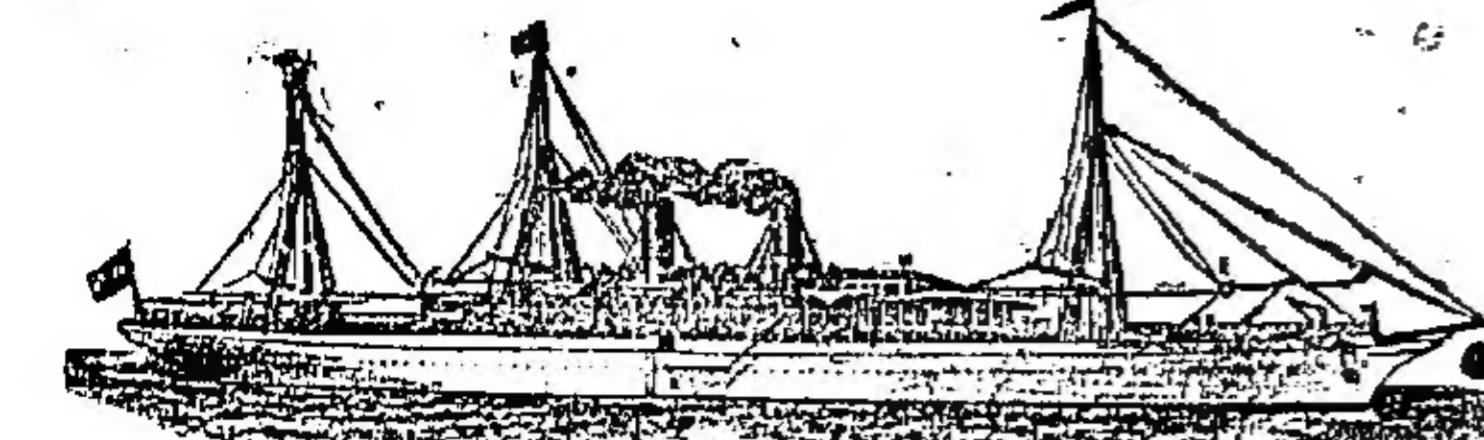
WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named:

STEAMERS	TO SAIL ON	STEAMERS	TO SAIL ON	STEAMERS	TO SAIL ON
SHANGHAI, MOJI, KOBE AND YOKOHAMA	SYRIA	About 8th	Freight and Passage	Cap. D. C. GROOD, R.M.R.	June
LONDON	MALACCA	About 11th	Freight and Passage	Cap. C. J. BENTON, R.N.R.	June
SHANGHAI	DELTA	About 12th	Freight and Passage	Cap. O. L. DANIEL	June
LONDON, via USUAL PORTS	MALTA	Noon, 16th	See Special Advertisement	Cap. R. A. PETERS	June
LONDON & ANTWERP	NUBIA	About 20th	Freight and Passage	Cap. F. J. FOX	June

E. A. HEWITT, Superintendent.

P. & O. S. N. Co.'s Office.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



LUXURY-SPEED-PUNCTUALITY.

The only Line that MAINTAINS a Regular Schedule Service of 11 Days between the PACIFIC and the "EMPEROR LINE" SAVING 5 to 10 DAYS OCEAN TRAVEL.
 11 DAYS YOKOHAMA to VANCOUVER.
 13 DAYS HONGKONG to VANCOUVER.
 PHOTOGRAPH BY R. H. STANFORD.

Subject to Alteration.
 R.M.S. I HAVE HONGKONG ARRIVE VANCOUVER.
 TARTAR 4425 Tons. WEDNESDAY, June 19 July 13.
 EMPRESS OF CHINA 6000 Tons. THURSDAY, July 4 July 22.
 ATHENIAN 3852 Tons. WEDNESDAY, July 17 Aug. 10.
 EMPRESS OF INDIA 6000 Tons. THURSDAY, Aug. 1 Aug. 19.
 MONTAGUE 6163 Tons. WEDNESDAY, Aug. 14 Sept. 7.
 EMPRESS OF JAPAN 6000 Tons. THURSDAY, Aug. 29 Sept. 16.
 * EMPIRE Steamer will depart from Hongkong on the 18th.
 Intermediate Steamers at 12 Noon.

The Jumbo route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C., connecting at YANGTZE RIVER with a Special Mail Empress and at Quebec, with the Company's new postal "EMPEROR LINE" Steamer, 14,000 tons register. The through tickets to Europe of being 29 1/2 days from Yokohama, and 39 1/2 days from Hongkong.
 11 nights from London, 1st Class, $\frac{1}{2}$ to 1st Class, $\frac{1}{2}$ to 2nd Class, $\frac{1}{2}$ to 3rd Class, $\frac{1}{2}$ to 4th Class, $\frac{1}{2}$ to 5th Class, $\frac{1}{2}$ to 6th Class, $\frac{1}{2}$ to 7th Class, $\frac{1}{2}$ to 8th Class, $\frac{1}{2}$ to 9th Class, $\frac{1}{2}$ to 10th Class, $\frac{1}{2}$ to 11th Class, $\frac{1}{2}$ to 12th Class, $\frac{1}{2}$ to 13th Class, $\frac{1}{2}$ to 14th Class, $\frac{1}{2}$ to 15th Class, $\frac{1}{2}$ to 16th Class, $\frac{1}{2}$ to 17th Class, $\frac{1}{2}$ to 18th Class, $\frac{1}{2}$ to 19th Class, $\frac{1}{2}$ to 20th Class, $\frac{1}{2}$ to 21st Class, $\frac{1}{2}$ to 22nd Class, $\frac{1}{2}$ to 23rd Class, $\frac{1}{2}$ to 24th Class, $\frac{1}{2}$ to 25th Class, $\frac{1}{2}$ to 26th Class, $\frac{1}{2}$ to 27th Class, $\frac{1}{2}$ to 28th Class, $\frac{1}{2}$ to 29th Class, $\frac{1}{2}$ to 30th Class, $\frac{1}{2}$ to 31st Class, $\frac{1}{2}$ to 32nd Class, $\frac{1}{2}$ to 33rd Class, $\frac{1}{2}$ to 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THURSDAY, JUNE 6, 1907.

THE CHINA MAIL.

Shipping.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON,
TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON (Brindisi 2 days earlier)	Due at MARSEILLES (Brindisi London 1 day later)
MALTA	June 16	BEITANNIA... 6500	July 13 1907
DEVANHA 8000	June 20	through steamer	July 27 Aug. 3
CHINA	July 13	MOLTON... 6500	Aug. 10 Aug. 17
DELTA	July 27	MOLTON... 6500	Sept. 3 1907
DELTA	Aug. 10	ZUMALAYA... 7000	Sept. 8 Sept. 16
ABADIA	Aug. 24	MOLDAVIA... 6500	Sept. 22 Oct. 6
MAEMONA	Sept. 7	INDIA... 8000	Oct. 13
MALTA	Sept. 21	MONGOLIA... 6500	Oct. 20 Oct. 27
DELTA	Oct. 6	VICTORIA... 7000	Nov. 2 Nov. 9

Passengers change steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at 10 a.m.

Accommodation in the connecting steamer from COLOMBO is arranged in Hongkong at time of booking.

In addition to the above Mail Steamers the following:

INTERMEDIATE (NON-TRANSIT) STEAMERS

WILL LEAVE FOR

LONDON,

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave HONGKONG	Due at LONDON
NUBIA	June	about
SYRIA	July	about
NYANZA	July	about
SUMA	Aug.	about
SUNDA	Aug.	about
CEYLON	Aug.	about
NAMUR	Oct.	about
EDEN	Oct.	about

These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marseilles.

* Carries 1st and 2nd Saloon Passengers. + Carries only First Saloon Passengers.

For further particulars, Apply to

E. A. HEWETT,
Superintendent.

2831

OSAKA SHOSEN KAISHA.

REGULAR STEAM-SHIP SERVICE
BETWEEN HONGKONG, SOUTH CHINA
COAST PORTS AND FORMOSA.
PROPOSED SAILINGS FROM HONGKONG
SUBJECT TO ALTERATION.

FOR LEAVING

SEIKO MARU, Capt. G. NAKA,	FOOCHOW, Via SWATOW	FRIDAY, 7th AND AMOY.	June, at 8 a.m.
MASAN MARU, Capt. I. SAKURA,	TAMSUI, Via SWATOW	SUNDAY, 9th AND AMOY.	June, at 10 a.m.
FUKUSHU MARU, Capt. T. Ito,	ANPING, Via SWATOW,	WEDNESDAY, 12th AND AMOY.	June, at 8 a.m.

* These Steamers have excellent Accommodation for First and Second-class Passengers, and are fitted throughout with Electric Light. First-class Saloon Amidships. Unravelled Table.

+ Taking Cargo on through Bills of Lading to all Yangtze & Northern China Ports.

For Freight, Passage and further Information, apply at the Co.'s local Branch Office, at SECOND FLOOR, No. 1 QUEEN'S BUILDINGS.

T. ARIMA, Manager.

2837

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captain.	To Sail.
SHAWMUT	9808	E. V. Roberts	About Aug. 7.
TREMONT	9806	T. W. Garlick	About Sept. 10.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

* The Twin-screw a.t. Shawmut and Tremont are fitted with very apparatus. Accommodation for First and Second Class Passengers. The large size of these vessels ensures stowage at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA; For further information, apply to

Dodwell & Co. Limited,
QUEEN'S BUILDINGS.

GENERAL AGENTS.

Notices to Consignees.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD.

IMPROVING THE RACE.

The Science of "Eugenics."

Mr. R. Brudenell Carter has an interesting article in the "Cornhill Magazine" on the recent endeavours of Mr. Francis Galton to establish, upon the basis of his interesting inquiries into the influences of heredity, a new science of "eugenics," a word by which he desires to express an ordered knowledge of all conditions of parentage which may tend towards the improvement of future generations of man. I gather from his writings," says Mr. Brudenell Carter, "that he thinks it possible to bring about a progressive improvement of the human race by selection, in marriage, and also that he looks forward to a future when such selection will be required by the national conscience, and will become an orthodox religious tenet." Before this time arrives, we must, I think, be able to explain a familiar series of phenomena, "It is not uncommon to find, in the same family, children differing widely from one another in physique, in temperament, in capacity, or in all three; and, so long as no one can explain such differences among the children of the same parents, the fact that they arise shows the impossibility of predicting the results of any marriage, or of selecting a husband or a wife in order that any desired result may be produced." As regards the actual advantage "in descent from distinguished ancestors (and that there is can scarcely be denied)," Mr. Brudenell Carter says, "this advantage can only be realized when the family traditions have been observed and respected, and when opportunities of further distinction have been sought and grasped by successive generations." Intellectual decadence under the influence of idleness and luxury can only be prevented by sustained intellectual effort. In the absence of such effort, we see people of station who proclaim belief in superstitions as abject as those of the most degraded savages, in such, for example, as the so-called "Christian Science." The organic advantages of ancestry can at best be only potential, and must be diligently cultivated in order that they may be secured." In referring to the always interesting question of a common ancestry, Mr. Brudenell Carter has these comforting (or otherwise) remarks to make: "Starting from the obvious fact that every child has five parents and four grandparents, and easy calculation will show that, were it not for marriages between people more or less akin to one another, every person would be descended from no fewer than 3,194,302 ancestors in the course of seven hundred years (twenty-one generations). Figures render it highly probable that in the whole native population of this country there is at least some degree of blood relationship between almost any two persons taken at random. The population of England and Wales in 1850 was estimated on the basis furnished by a number of parish registers, to be 5,450,000, and there is little probability that it exceeded three millions at the beginning of the thirteenth century; so that, apart from the influence of relationships and of immigration, every individual now living in the country would have had more ancestors in the year 1200 than the total of the then existing inhabitants of the kingdom." Finally, on the subject of money-making, Mr. Brudenell Carter has this to say: "The excessive development of any single faculty, such as that of money getting, is apt to be attended by an under-development of others, by which the former might be held in check, or by which, at least, the character, as a whole, might be rendered more complete."

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD.

MELCHERS & CO., Agents.

Hongkong, May 31, 1907. 963

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship KUTANG having arrived from the above Ports Consignment of Cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m., the 3rd June, will be landed at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHISON & CO., LTD., General Managers.

Hongkong, May 31, 1907. 961

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEE.

CONSIGNEES OF CARGO per Steamship AMERICA MARU.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their goods from alongside.

Cargo impeding discharge and undelivered on THURSDAY, 6th June, 1907, at 4 p.m., will be landed and stored at Consignees' risk and expense. All Cargo un-delivered by THURSDAY, the 13th June, 1907, at noon, will be subject to rent.

Broken, chafed, or damaged goods will be examined at the above Company's Godown on SATURDAY, 8th June, 1907, at 10 a.m. to 12 noon.

No Fire Insurance will be effected. S. SILVERSTONE, Agent.

Hongkong, June 4, 1907. 967

FACILIO MAIL STEAMSHIP COMPANY.

NOTICE TO CONSIGNEE.

CONSIGNEES OF CARGO per Steamship SIBERIA.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their goods from alongside.

Cargo impeding discharge and undelivered on THURSDAY, 6th June, 1907, at 4 p.m., will be landed and stored at Consignees' risk and expense. All Cargo un-delivered by THURSDAY, the 13th June, 1907, at noon, will be subject to rent.

Broken, chafed, or damaged goods will be examined at the above Company's Godown on SATURDAY, 8th June, 1907, at 10 a.m. to 12 noon.

No Fire Insurance will be effected. S. SILVERSTONE, Agent.

Hongkong, June 5, 1907. 960

NOTICE TO CONSIGNEE.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship LIGHTNING having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge of the vessel will be landed at once at Consignees' risk and expense. Cargo remaining on board after 2 p.m., of the 7th instant, will be landed at Consignees' risk and expense.

Consignees of Cargo from SINGAPORE to PENANG are requested to take immediate delivery of their Goods from alongside; such Consignees impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & CO., LTD., Agents.

Hongkong, June 6, 1907. 975

BEN' LINE OF STEAMERS.

NOTICE TO CONSIGNEE.

STEAMSHIP BENAVON.

FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co. Limited, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 12th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 18th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th inst., at 11 a.m.

No Fire Insurance will be effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, June 6, 1907. 979

Reprinted from the China Mail.

Price 50 Cents.

